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Approved For Release 2008/07/24 : CIA-RDP80-00810A006200160001-8  $_{\rm S-E-C-R-E-T}^{\rm E-E-C-R-E-T}$ 

CENTRAL INTELLIGENCE AGENCY REPORT INFORMATION REPORT CD NO. COUNTRY DATE DISTR. East Germany/Poland 14 April 1955 **SUBJECT** Operations of the "Blue Express" NO. OF PAGES PLACE NO. OF ENCLS. **ACQUIRED** (LISTED BELOW) 25X1 DATE OF SUPPLEMENT TO 25X1 INFO. REPORT NO. THIS DOCUMENT CONTAINS INFORMATION AFFECTING THE NATIONAL DEFENSE OF THE UNITED STATES, WITHIN THE MEANING OF TITLE 19, SECTIONS 793 AND 794. OF THE U.S. CODE, AS AMENDED. ITS TRANSMISSION OR REVEL ATION OF ITS CONTENTS TO OR RECEIPT BY AN UNAUTHORIZED FRESON IS PROHISITED BY LAW THE REPRODUCTION OF YINS FORM IS PROHISITED. THIS IS UNEVALUATED INFORMATION 25X1 alace b and 12 January, and 16 and 18 January 1955 respectively. The previous time schedule of the train was slightly modified. On the return journey, the train stopped for 100 minutes at Frankfurt/Oder compared to 40 minutes on previous journeys. The three trips proceeded according to schedule, except for a delay of one hour, which was caused by snow drifts in Poland during the last trip. The trains were only slightly occuried. No noteworthy observations were made. In December 1954, a female Soviet train conductor stated that the "Blue Express" was to operate as far as Moscow after 5 January 1955. A Soviet railroadman in Brest-Litovsk said, however, that he did not know anything definite about this plan. He appeared to be rather scentical because of a shortage of suitable coaches. It was learned that only one complete train capable of being converted from standard gauge to Soviet gauge was

Comment. The "Blue Express" is a Soviet leave train operating between 1. Frankfurt Oder and Brest-Litovsk. It is believed that the stop of this train in Frankfurt/Oder was extended in order to make stricter customs controls possible.

available. No convertible dining car exists. On 16 January, the "Blue

Express" operated only as far as Brest-Litovsk

Comment. In order to have the "Blue Express" onerate as far as Moscow, 25X1 it would be necessary to build an adequate number of express train coaches the wheel sets of which could be exchanged ao as to make the train capable of operating on standard and Soviet-guage systems. Such a train probably exists because this fact was given great publicity in the Eastern Bloc press in the fall of 1954. The usefulness of such trains is, however, rather limited because travellers usually leave the coaches while wheel sets are being exchanged. They dould therefore just as well change trains. The cost for the building of railroad cars convertibel from standard to Soviet-gauge and vice versa is so prohibitive that it would only pay for freight cars.

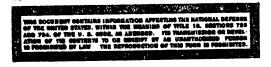
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## THIS IS UNEVALUATED INFORMATION

Three round trips were made on the so-called "Blue Express" between Berlin and Brest Litovsk. The three journeys took place between 4 and 6 January, 10 and 12 January, and 16 and 18 January 1955 respectively. The previous time schedule of the train was slightly modified. On the return journey, the train stopped for 100 minutes at Frankfurt/Oder compared to 40 minutes on previous journeys. The three trips proceeded according to schedule, except for a delay of one hour, which was caused by snow drifts in Poland during the last trip. The trains were only slightly occupied. No noteworthy observations were made.

2. In December 1954, a female Soviet train conductor stated that the "Blue Express" was to operate as far as Moscow after 5 January 1955. A Soviet railroadman in Brest-Litovsk said, however, that he did not know anything definite about this plan. He appeared to be rather scentical because of a shortage of suitable coaches. It was learned that only one complete train capable of being converted from standard gauge to Soviet gauge was available. No convertible dining car exists. On 16 January, the "Blue Express" operated only as far as Brest-Litovsk.

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Comment. In order to have the "Blue Express" operate as far as Moscow, it would be necessary to build an adequate number of express train coaches the wheel sets of which could be exchanged so as to make the train capable of operating on standard and Soviet-guage systems. Such a train probably exists because this fact was given great publicity in the Eastern Bloc press in the fall of 1954. The usefulness of such trains is, however, rather limited because travellers usually leave the coaches while wheel sets are being exchanged. They could therefore just as well change trains. The cost for the building of railroad cars convertibel from standard to Soviet-gauge and vice versa is so prohibitive that it would only pay for freight cars.

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